



MEETING SUMMARY

Date: April 30, 2020
Time: 10 a.m. to noon
Meeting: North Split Resource Agency Meeting #4
Location: Meeting conducted online via WebEx

**Complete attendee list begins on page 13.*

1. Welcome and Introductions

Kia Gillette from HNTB introduced North Split Project Team members, and Resource Agency participants introduced themselves. Kia thanked everyone for participating in the meeting and said the presenters would pause during the presentation for questions. Since the number of meeting participants was small, Kia said participants could also ask questions at any time during the presentation and that she would also monitor the chat feature for questions.

2. Public Involvement

Kia provided an overview of recent and upcoming North Split public and stakeholder meetings:

- North Split Community Advisory Committee (CAC) meeting – Tuesday, April 21.
- North Split Environmental Justice (EJ) Working Group meeting – Thursday, April 23.
- First Virtual Public Open House – Tuesday, April 28, from 2 to 4 pm.
- Second Virtual Public Open House will be this evening, April 30, from 6 to 8 p.m. Information for accessing the Public Open House is on the project website at northsplit.com/virtual-open-house.
- A National Environmental Policy Act (NEPA) Public Hearing for the North Split will be conducted this summer, following publication of the Environmental Assessment (EA).

3. Project Background

Kia provided background on the North Split Project:

- The North Split is where I-65 and I-70 meet at the northeast corner of downtown Indianapolis.
- Second busiest interchange in Indiana with 214,000 vehicles traveling it every day.
- Constructed in the 1960s and 1970s, and due to age and deterioration, the pavement and bridges need to be replaced.
- The interchange has safety concerns, with over 1,600 crashes in a five-year period, from 2012 to 2016.
- Originally designed for a fourth interchange leg to travel to the northeast to Fishers. That will not be constructed, and the current design is not efficient for a three-legged interchange.

The new North Split interchange will:

- Be smaller and more compact.
- Have new pavement and bridges.
- Correct the biggest safety problems.
- Remove the worst bottlenecks.
- Not add through lanes along the interstates.

Kia provided an overview of the North Split EA:

- The EA considers impacts to both the human and natural environments.
- The key North Split focus areas for the EA are:
 - Highway noise
 - Environmental Justice (EJ)
 - Historic Properties, under Section 106
 - Traffic impacts of construction
- The Project has included an extensive Public Involvement process
- The EA will be published this summer, with NEPA determination in the fall

Kia provided an update on the North Split Project status. Completed activities include:

- Project kickoff in 2017
- System-Level Analysis
- Alternatives Screening Report
- Alternative refinement
- Highway noise studies
- Public survey
- Aesthetic Design Guidelines

Current activities include:

- Historic properties, under Section 106
- EA completion
- The Mobility Management Plan
- Design-build procurement
- Context-Sensitive Solutions (CSS) – results being presented to the public now
- Public involvement, which will continue into the construction period

4. Project Update

a. Environmental resources

Kia provided an overview of the habitat impacts of the North Split Project:

- Any habitat impacts are within the existing transportation right-of-way.
- There are no stream impacts.
- There is a small amount of wetland impact:
 - 25 possible wetland features were initially identified.
 - There are 7 jurisdictional wetlands under the control of the U.S. Army Corps of Engineers (USACE) or the Indiana Department of Environmental Management (IDEM).
 - IDEM is taking jurisdiction over one isolated wetland.
 - In total, there will be 0.038 acres of wetland impacts by the project.
- Approximately 5.5 acres of mature trees are possibly impacted.
- Approximately 7 acres of immature trees/shrubs are possibly impacted.

- Approximately 3 acres of mature trees and 1 acre of immature trees/shrubs are protected in Do Not Disturb areas.

Kia reviewed the hazardous materials investigations North Split:

1. The Project Team completed a Red Flag Investigation, an IDEM Virtual File Cabinet (VFC) Review, and conducted two meetings with the IDEM Office of Land Quality.
2. Following those meetings, a soil and groundwater sampling plan was developed for the project area, which focused on areas where excavation is expected. Some hazardous materials results were found, but not many. They include:
 - Soil results – Cadmium, lead, mercury, and naphthalene levels were found to be above the IDEM Remediation Closure Guide (RCG) screening levels.
 - Verification of conditions and soil sampling was conducted for lead, mercury and cadmium for proper handlings and disposal.
 - Groundwater results – There were elevated levels of metals, but they were below the RCG screening levels.
 - Per VFC review, other areas throughout and adjacent to the project area may have chlorinated solvents in the groundwater. The Design-Build Team is required to perform proper management if dewatering is necessary.
 - Based on bridge inspection reports, there is asbestos on the bridges, and there may be some bridges that have lead paint.
 - The Design-Build Team will be required to complete a Hazardous Materials Management Plan and it will be approved by INDOT. The plan will detail what would occur if hazardous materials are discovered or if there is a spill, including handling, transporting, and disposing of the hazardous materials. It will also discuss the protection of on-site staff and the public.

Kia provided an overview of air quality as it relates to the North Split construction:

- The North Split Project Team has been working closely with the Indianapolis Metropolitan Planning Organization (MPO) since the project is within the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). The Project Team has monthly meetings with the MPO and also meets, when needed, with their technical modeling staff.
- The Project Team has also completed Interagency Consultation with the Federal Highway Administration (FHWA), the U.S. Environmental Protection Agency (USEPA), IDEM, and Indianapolis MPO for two different concerns:
 - Carbon monoxide (CO) maintenance area
 - Traffic signal work was only being conducted in this area.
 - Based on Interagency Consultation, it was determined that no hot spot analysis was required.
 - The Project Team discussed Mobile Source Air Toxics (MSATs) with the Interagency Consultation team.
 - There were minimal changes in No Build and Build total traffic and truck traffic based on modeling data.
 - It was determined that no quantitative MSAT analysis was necessary, and the FHWA and USEPA concurred with this. A qualitative MSAT analysis will be included in the EA.

b. Public Survey

Kia provided an update on the EJ Public Survey. The survey was open to all members of the public, and the North Split Project Team encouraged everyone to complete the survey. The goal of the survey was to achieve a better understanding of overall project impacts and help identify whether the North Split Project had disproportionately higher impacts on minority and lower-income communities.

The Project Team met with the EJ Working Group prior to the distribution of the survey to obtain their ideas, and the Project Team implemented several of their ideas. The Public Survey was heavily promoted:

- More than 43,000 postcards were mailed to residents.
- The survey was promoted by email, on the North Split website, and on social media.
- Bilingual fliers were sent home with Indianapolis Public Schools students and posted in local grocery stores.
- Flier hard copies were posted in libraries, community centers, and distributed at neighborhood meetings.
- IndyGo allowed the Project Team to set up a booth at the downtown IndyGo Transit Center, with iPads to assist residents in completing the survey. The Project Team also partnered with IndyGo to put ads in and on the outside of buses.

A total of 1,623 survey responses were received. The results of the survey questions are in the EJ Technical Memo, which will be an appendix to the EA. Kia said that while she was not going to review all the results during the presentation, there were some things she wanted to point out.

- 1,575 surveys were fully completed.
- 80 percent of the respondents lived in the EJ analysis area.
- 5 percent of those respondents self-identified as a minority.
- 2 percent of those respondents identified as low-income.

The North Split Project Team compared the EJ community responses and non-EJ community responses. The Public Survey found that EJ community responses were similar to responses from non-EJ community members. For example, the question regarding how residents travel through the North Split Project area – 5 percent of the non-EJ community used public transit compared to 9 percent of the EJ community – did not show a sizable difference. However, this does reveal the importance of close coordination between the Project Team, IndyGo, and other transit agencies during construction.

Based on survey responses, it did appear the EJ community traveled more frequently on I-65 and I-70 than the non-EJ community. Other notable trends in responses were:

- Clear and proactive communication is desired.
- Travel is primarily via automobiles, carpools, and ridesharing services.
- Most people travel on I-65, I-70, and local streets.
- Most support the project.
- Most agree that the project will improve vehicular and pedestrian safety.

Pause for Questions

Kia paused the presentation for questions. *(See Discussion and Questions at the end of these notes.)*

c. Noise Barrier Recommendations

Kia reviewed North Split noise barrier recommendations resulting from the 2019 noise analysis.

- Noise barriers are considered where noise impacts are predicted to reach a level of 66 decibels for residences, as part of the INDOT noise policy.
- Noise barriers can reduce noise levels by 5 to 10 decibels.
- The location and height of noise barriers are determined by the Traffic Noise Model.

The noise analysis identified five possible noise barriers. Noise barriers 7A and 7B were grouped into a single barrier because they were fairly continuous. Each noise barrier location was feasible and possibly reasonable. Per INDOT's noise policy, the Project Team distributed surveys to benefited residents and property owners to determine if they were in favor of having a noise barrier. In addition, the Project Team conducted four neighborhood noise meetings.

INDOT is recommending construction of noise barriers 3E and 3W due to a high level of support from benefited receptors and those at community meetings. INDOT is not recommending construction of noise barriers 4, 5, and 7. The surveys of benefited receptors for these noise barriers had mixed results, and neighborhood meeting participants were very concerned about the visual impacts of the noise barriers. In addition, noise barriers 4, 5, and 7 would have been an Adverse Effect to historic properties under Section 106, which was an important factor in not recommending them for construction.

In addition to noise barriers, INDOT will use innovative noise-reducing technology for the North Split.

- Continuous Reinforced Concrete Pavement: Typical pavement has joints, which makes it noisier. Continuous Reinforced Concrete Pavement is jointless and has double the design life.
- "Next Generation" Pavement Grooving: Instead of driving transversely across the grooves in the pavement, which is noisier, the "Next Generation" pavement has longitudinal grooves, so drivers are driving with the grooves and not against them.
- Jointless Concrete Bridges: The bridges in the North Split Project area are noisy, especially when heavy trucks cross them. The new jointless concrete bridges will be quieter and more durable because they have no open joints.

d. Section 106 Update

Kia provided an update on the Section 106 Process:

- Section 106 of the National Historic Preservation Act of 1966 (NHPA) protects historic districts and properties.
- As part of the Section 106 process, adverse effects were identified for The Old Northside Historic District and the Morris-Butler House, which are north of I-65 and west of the North Split interchange, and the St. Joseph Neighborhood Historic District and Chatham-Arch Historic District, which are west of the interchange and south of I-65.
- Mitigation commitments are defined to compensate for the diminishment of a historic property and are documented in a Memorandum of Agreement, or MOA. A draft MOA has been distributed to the Consulting Parties for review, and the Project Team is coordinating with the Advisory Council on Historic Preservation. The final MOA will be distributed in the next few weeks.

Kia reviewed the Monon Detour to be provided during North Split construction.

- The Monon Trail must be closed for North Split construction, requiring the provision of a detour.
- The Monon Detour will include the existing Old Northside Trail, which will be widened from the Monon Trail to College Avenue in the O'Bannon Soccer Park north of the interchange. The detour will be located on the east side of College Avenue to the south edge of the interchange. From that point it will extend southeast to 10th Street to connect with the Cultural Trail.
- INDOT is committed to keeping the northern portion and the College Avenue portion of the Monon Detour as a permanent feature after completion of construction.
- There is a desire from the public to keep the entire loop of the Monon Detour permanent after construction. The North Split Project Team is working with the City to keep the portion of the detour between College Avenue and 10th Street as a permanent feature.

Pause for Questions

Kia paused the presentation for questions. *(See Discussion and Questions at the end of these notes.)*

e. Traffic Impacts of Construction

Seth Schickel from HNTB addressed the traffic impacts during construction and when construction will move forward.

- Long-term traffic changes are minimal. After construction, there will be no additional through lanes. Movements after construction will be similar to those there today.
- Most traffic impacts will occur during the construction phase.
- The Design-Build Team will develop a Maintenance of Traffic (MOT) plan, which must meet specific INDOT criteria. INDOT will have full review and approval of the plan.
- To help develop its criteria, INDOT created a "conceptual MOT plan" to review the time it will take to build the project and likely impacts on traffic movements.

Seth reviewed downtown access during construction, starting with what will be closed:

- I-65/I-70 through lanes will be closed between the North Split and Washington Street.
- Regional through traffic will be detoured to I-465.

Downtown exit and entrance ramps outside the North Split Project area will be open. The following ramps serving downtown will be open at all times during construction:

- Entrance and exit ramps at West Street
- Meridian Street exit and entrance ramps
- West Street and Missouri Street ramp system on the south side of downtown
- Exit and entrance ramps near Madison Avenue and Meridian Street
- Washington Street exit and entrance ramps
- Keystone Avenue/Rural Street exit and entrance ramps on I-70 east of downtown

Downtown access within the construction area will be provided as follows:

- The I-65/I-70 link across the north part of the North Split will be open both ways throughout the project. A short closure of up to 45 days may be needed for bridge construction.
- The Pine Street entrance ramp on the east side of downtown will provide access to I-70 eastbound throughout construction.
- The westbound I-70 ramp to the collector-distributor serving Michigan Street and Ohio Street will remain open at all times.

- A ramp to either Michigan Street or Ohio Street will remain open at all times.

The guidelines allow the following durations for movement closures:

- The mainline of I-65 will be closed for a maximum of 520 days, which will take up most of the two construction seasons the project will encompass.
- The Ohio Street and Michigan Street ramps – each can be closed up to 260 days, but when one is closed, the other must remain open, enabling continued access to downtown exits from the east side of Indianapolis.
- Local ramps and bridges over local streets – each can be closed up to 90 days. However, adjacent local streets cannot be closed at the same time. As an illustration, when the Central Avenue bridge is replaced, College Avenue will remain open during that time up to 90 days. Similarly, when the College Avenue bridge is replaced, Central Avenue will be open.

Seth reviewed the Mobility Management Plan (MMP), which INDOT is developing to improve transportation conditions during the construction project. The plan has three goals:

1. Optimize traffic operations on the available transportation network.
2. Reduce overall demand on the roadway network.
3. Provide enhanced motorist information using streets in the downtown area.

MMP task groups will be developed, which include:

- MOT/Construction, to focus on the construction area.
- Local Traffic Operations, including city agency representatives, to help address local traffic conditions. One subgroup is emergency responders since they play a vital public health and safety role.
- Travel Demand Management, to focus on reducing overall system demand during peak travel periods.
- Communications and Public Outreach, to develop a construction-phase Public Information Plan with the goal of enhancing public outreach to communicate changing conditions in the area of this major thoroughfare.

The MMP will be in place before construction and will address needs during construction.

Seth reviewed the Travel Demand Management aspect of the plan, which includes:

- Mode Choice, how people travel in the area
 - Transit
 - Carpool/vanpool
 - Bike/walk
- Trip Reduction/Reschedule, focusing on reducing demand on highways and local streets during commuter times
 - Staggered work hours
 - Flextime
 - Work from home
- Public and employer education programs, to encourage best practices for reducing demand during construction
- Real-time traveler information, such as Waze, Google Maps, etc. The North Split Project Team will develop a partnership with these organizations to update the information they share with users

Seth described regional improvements for traffic in anticipation of this and other INDOT project.

- **Adjacent Interchanges**
 - Washington Street will have changes to lane alignments to improve traffic flow into and out of the project. Existing lanes will be restriped and optimized to make the most of what is already there. This is especially important for Washington Street, which will become a major downtown access location when the interstates are closed.
 - Additional ramp lanes will be added to the West Street interchange to smooth traffic flow on and off the interstate. The southbound one-lane exit ramp will become a two-lane ramp. The ramp from West Street to I-65 will be widened from one lane to two lanes at 11th Street. These changes will be in place before North Split construction begins and will remain in place permanently, as they provide long term benefits to downtown traffic flow.
- **Regional Traffic Program with the City of Indianapolis**
 - The North Split Project Team is working with the Indianapolis Department of Public Works (DPW) on ways to improve traffic flow. There are two focus areas for this program:
 - Traffic signal improvements concentrated in downtown Indianapolis will include new technology and upgrades to allow for better interconnection and operational improvements.
 - Spot intersection and roadway improvements will be implemented at key locations in the region before the North Split construction begins.

f. Next Steps

Seth reviewed the North Split Project steps that have already been completed:

- Started Project Development in March 2017.
- Conducted System-Level Analysis in May 2018.
- Developed an Alternatives Screening Report in September 2018.
- Conducted Preliminary Design and Environmental Study in 2019-2020.

Next steps are:

- In June 2020, the Design-Build Team will be on board.
- This summer (2020), the EA will be published, and a public hearing will be conducted.
- Anticipating a final NEPA decision in fall 2020.
- Construction will start in late 2020 or early 2021.
- Construction will be complete in late 2022.

Pause for Questions

Seth paused the presentation for questions. *(See Discussion and Questions at the end of these notes.)*

g. Aesthetic Design Guidelines

Ron Taylor from TSW Design Group provided an overview of the Aesthetic Design Guidelines (ADG). The purpose of the ADG is to provide the Design-Build Team with aesthetic direction for the final design so when the North Split interchange is constructed, the aesthetics are in alignment with the community's desires.

To inform the ADG, the North Split Project Team conducted an extensive public engagement process during the past 12 months, meetings with numerous stakeholders, including:

- Local neighborhoods and neighborhood organizations

- Local agencies and oversight departments
- Key local resource groups
- Local business organizations
- Local stakeholders and stakeholder groups

The ADG have two overarching focus areas – infrastructure and landscape treatments. The infrastructure design process began with two different conceptual designs and looked at how those designs could be integrated into the local neighborhoods without being overbearing. Community and neighborhood groups and residents provided feedback that they wanted something unique but requested using the bridge design and engineering as a major component.

Bridge columns provide an aesthetic gateway treatment on the bridges, and portions of the infrastructure are designed for future community art. The art is not part of the North Split Project, so the areas will be created to function on their own even if future art installations do not occur. There are other placemaking opportunities on the bridge overpass.

Ron reviewed the bridge design applications and the bridge underpasses:

Bridge design applications

- Bridge design applications vary based on their location.
- Two of the bridge design applications are very similar, and the focus is on the character and quality of the bridge as well as the pedestrian experience traveling under the bridge.
- The second bridge treatment is a very similar application, with only minor modifications.
- The third bridge application is a standard treatment applied to interior bridges that are not as visible, as well as some bridges that are only being rehabilitated. The same design vocabulary will be extended to these bridges to ensure consistency.

Bridge underpasses

- Experience traveling through the underpasses was a major concern of local stakeholders – not only the perception of safety, but also the cleaning and formalizing of those spaces. The Project Team incorporated these concerns into the underpass design.
- The ADG specify pedestrian surfacing treatments, ensuring there is pavement that delineates walkways but also prevents areas that gather mud and trash.
- Another area of concern to residents was lighting. This was addressed by the ADG in two different manners:

Downlighting

- Downlighting was incorporated into the underpasses and adjacent areas specifically to provide pedestrian-level lighting for safety. The ADG also gives attention to the entrances and exits from the underpasses, ensuring there will be no bright spots directly under the underpass and then dark areas as soon as someone exits from the underpass.
- Additional downlighting will be incorporated into the middle of the interchange to highlight some of the details of the columns for a visual statement.

Up lighting

- Up lighting for the monuments on the bridge will be incorporated into the underpass design.

Retaining walls and wall patterns

Through the CSS process, the North Split Project Team heard from the community that they wanted simple patterns and textures for retaining walls and noise barriers to help those walls be minimized. Therefore, the ADG specifies that the same pattern, color, and texture is consistent across the entire retaining wall design.

Ron reviewed the second major focus area of the ADG, which is landscaping treatments. He emphasized the ADG does not include planting plans or final design drawings. Those will be prepared by the Design-Build Team and its landscape architect. The ADG provides guidance on the types of landscape treatments the community indicated it would like to see. These landscape treatments are divided into six typologies:

1. Tree Preservation Areas – These identify areas where existing vegetation will be preserved in the interchange. The tree preservation areas identify “Do Not Disturb” areas, giving the Design-Build Team guidance on activities they need to perform pre-construction, during construction, and post-construction.
2. Buffer Zone – There will be a 10-foot buffer zone for all landscape plantings along the interstate and city streets. This is important because as trees start to mature, the branches will be at roadway levels. The buffer zones help ensure they do not interfere with the interstate or city streets.
3. Side Slope Plantings – Several side slope conditions are identified in the ADG to specify how plants should be planted in those areas, as well as recommended plant species.
4. Screen Plantings – One of the side slope plantings will be in areas where there will be noise barriers. Neighbors near the noise barriers have asked for plantings that help scale-down the noise barriers, so the number of evergreen tree plantings are a little higher in those areas to reduce the visual impact of the noise barriers.
5. Interchange Plantings and Canopy Trees – This area will introduce a tree canopy into the interchange to address the community’s desire to create more of an urban forest. There will be a mixture of tree species and seed mixes for the ground plantings. Some of the ongoing maintenance will be minimized with the different tree species, and the variation in the rate of tree growth will make this area more of a natural landscape.
6. Detention Basin Plantings – The North Split Project Team recognizes there may be areas within the interchange that may become more wet or take more drainage. The ADG provide guidance on plant species and seed mixes that can tolerate a slightly wetter environment.

Pause for Questions

Ron paused the presentation for questions. *(See Discussion and Questions at the end of these notes.)*

5. Adjourn

Kia adjourned the meeting at 11:48 a.m.

Comments and Q&A

Q: I am curious about the last pie chart that was shown. Are those numbers based on the 1,600 surveys that were received? Or are those survey outcomes only from people who live in the

Environmental Justice (EJ) area? (USEPA)

A: The survey was broadly advertised, and anyone could fill it out. The Environmental Justice area is a large area that is 6 square miles in size and corresponds to the detailed traffic modeling area. Eighty percent of the survey responses were received from the EJ analysis area.

Q: The idea that EJ residents use the interstates more often than non-EJ residents may not be true because it only reflects those who responded to the survey. (USEPA)

A: Correct. The information contained in the EJ Technical Memorandum is only based on responses from the public survey.

Q: What were the survey results for the numbers of pedestrians using the area around the North Split interchange? (USEPA)

A: Nineteen (19) percent of EJ community members and 23 percent of non-EJ community members said, "I travel on city streets by walking, bicycle or scooter through the project area."

Q: Is there a figure showing where the Section 106 properties and the EJ communities are in relation to the noise walls? (USEPA)

A: Members of the EJ community are adjacent to recommended noise barriers 3W and 3E, and they were in favor of having noise barriers. The North Split Project Team received a great deal of community input on the noise walls beyond just the benefited receptors, including neighborhood associations. All the neighborhood associations adjacent to noise barriers 4, 5, and 7 wrote letters opposing construction of the noise barriers. These barriers are not recommended for construction. The State Historic Preservation Office indicated noise barriers 4, 5, and 7 would result in severe visual impacts to historic districts. This information will be described in the North Split noise report, which is an appendix to the EA.

Q: So, there are not EJ communities near noise barriers 4, 5, and 7? (USEPA)

A: There may be EJ communities near those proposed noise barriers. However, results were mixed for the surveys from benefited receptors. In addition, the Section 106 process found that proposed noise barriers at 4, 5, and 7 would have Adverse Effects to the adjacent historic districts, which is why those barriers will not be constructed.

Q: Has there been any thought given to replacing the loss of 5 acres of trees in the downtown Indianapolis urban environment? (IDNR)

Q: Yes, this is addressed in the Aesthetic Design Guidelines. The community was very vocal in their desire for trees within the North Split project area, and the Project Team has listened to this request.

Q: Once the North Split Project construction is completed, what will be the design speed on the interchange roadways? (USEPA)

A: Generally, the design speed will be 55 miles per hour. The design speed will be lower in some parts of the interchange, such as curves and ramps.

Q: What is the design speed on the North Split interchange currently? (USEPA)

A: The design speed is generally 50 miles per hour on interstate legs and 40 miles per hour for ramps. Typically, interstates are designed for higher speed than they are signed for. The project will realign and improve the safety of the ramps and change the design speeds for safe ramp movements.

Q: Regarding adding a second lane to the ramps before the North Split Project begins, will it just be restriping or will construction work need to be done? (USEPA)

A: On the southbound direction of the I-65/West Street interchange, most of required pavement is already there, so a strip of pavement will be added in the existing right-of-way, which will not impact the footprint of the interchange. This is similar for the northbound ramp.

Q: What will be the timing for the West Street construction work? (USEPA)

A: It will take about a month to build. INDOT will have a contractor on board in May, and the project is expected to finish in July.

Q: The southeast quadrant of I-465 has been closed for major reconstruction recently. Will that construction be completed before North Split work begins? (USEPA)

A: Yes, I-465 is open now with no closures.

Q: There are some lanes that need to be constructed for the tie-in of the new I-69 to I-465, and those will be happening about the same time as the North Split. Do you envision that construction on I-69 at I-465 will create any problems with the North Split diversions of through traffic? (USEPA)

A: The I-69 project does have some time overlap with the North Split. Construction to upgrade SR 37 to form I-69 south of I-465 will occur during the North Split construction. Impacts to I-465 will not occur until the North Split construction is completed. INDOT has stipulated that I-465 traffic lanes will not be restricted while the North Split is under construction.

Q: So, the North Split work will be finished before the last of the I-465/I-69 construction is done? (USEPA)

A: Yes.

Q: Do you have a visual showing where the proposed detention basins will be? (USEPA)

A: A general location is shown in the rendering. There is an area north of the interchange ramps where the detention basin space is anticipated, should it be needed. The Design-Build Team will determine where the detention basin will be located.

Q: Where will roadway runoff be directed? (USEPA)

A: The Design-Build Team will address drainage throughout entire North Split project area. It will tie into existing pipes, including a large pipe along I-65 that empties into Pogue's Run and eventually White River.

Q: Will the water receive any treatment before it gets to White River? (USEPA)

A: INDOT is not proposing any post-construction stormwater treatment for the project.

Q: Why not? (USEPA)

A: INDOT does not require that at this time.

Q: Who makes up the Design-Build Team? (USEPA)

A: A Design-Build Team consists of construction contractors and design engineers qualified to do this work.

Q: So, there is no guarantee anything you showed is actually going to happen? (USEPA)

A: The ADG are requirements the Design-Build Team has to follow. While the Design-Build Team will create the final design and planting plans, they are required to follow the requirements (such as planting typologies) as part of the contract. INDOT will monitor this throughout the project.

Q: IDNR has promoted minimizing as much up-casting light as possible, and we would like the design to take that into consideration. (IDNR)

A: Most fixtures under consideration will do this, and the North Split Project Team has also looked at minimizing light pollution as much as possible.

Q: Will the seed mix and planting guidelines in the ADG encourage pollinator-friendly species? We encourage that to provide more benefit to insect and bird communities. (USEPA)

A: The Project Team will verify this.

Q: What type of lighting will be used? A lot of communities are trending toward LED lighting, and certain lights have been shown to be detrimental to humans as well as and wildlife populations. IDNR recommends you consult the International Dark Sky Association website. (IDNR)

A: The North Split Project Team has identified which LED lights should be used, and the Project Team will review the final lighting prior to installation.

Q: I strongly encourage the use of native trees to the extent possible. A native tree will perform better than hybrids and cultivars in the long run. The Indiana Division of Fish and Wildlife has a program called the CORRIDORS Program that is designed to assist with developing seed mixes and plantings to improve pollinator habitats. I encourage you reach out to that program as well. (IDNR)

A: The Aesthetic Design Guidelines include native species as well as cultivated varieties of native species. The final landscape plans, including specific tree species, will be approved by the North Split Project Team and INDOT prior to finalizing and installing the trees.

Q: Regarding the underpasses and abutment walls, did the community feedback provide any thoughts on making the walls friendly for murals and artwork? (USEPA)

A: While public art is not being installed by INDOT, panels for art are provided at underpasses. A type of panel that can be an anchor for a future piece of art will be incorporated into the abutment wall designs created by the Design-Build Team. Those panels are intended to facilitate some type of art should the local community put that program in place.

Attendees:

Resource Agency Team Members	
Brian Boszor	IDNR
Matt Buffington	IDNR
Virginia Laszewski	USEPA
Robin McWilliams-Munson	U.S. Fish and Wildlife Service
Deborah Snyder	Army Corp. of Engineers
Jay Turner	IDEM
Ken Westlake	USEPA

North Split Team Members	
Michelle Allen	FHWA
Ron Bales	INDOT
David Cleveland	Corradino Group
Andy Dietrick	INDOT
Eryn Fletcher	FHWA
Kia Gillette	HNTB
Megan Gross	Borshoff
Amy Hanna	Borshoff
Laura Hilden	INDOT
Brandon Miller	INDOT
John Myers	HNTB
Erin Pipkin	Compass Outreach Solutions
Seth Schickel	HNTB
Runfa Shi	INDOT
Scott Siefker	TSW
Ron Taylor	TSW
Luke Waltz	TSW